



Look inside for special 2010 Yuma Air Show insert



Yuma Marines march in memory of Bataan

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Friday: Sunny  
High: 82 Low: 57  
Saturday: Sunny  
High: 85 Low: 58  
Sunday: Mostly Sunny  
High: 86 Low: 59

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Air show on Saturday

Lance Cpl. Jakob Schulz  
Desert Warrior Staff

The 2010 Yuma Air Show on Saturday will be the first military air show in the U.S. to be broadcast live over the Internet, allowing viewers to see the events without being there.

Highlights of the 48th annual air show include the Patriot Jet Team, the Indy Boys jet school bus and port-o-jet outhouse, and the Corps’ favorite retired gunnery sergeant, R. Lee Erney.

Also featured is aerobatic plane racing, which consists of air planes competing against each other while performing a series of tricks, more than 70 different aircraft on display, along with performances from the Kofa, Cibola and Gila Ridge High School bands.

In addition, spectators will be able to view a heritage flight, Yuma Aeromodelers Club demo, comedy act, aircraft capability demos and approximately 95 displays ranging from classic cars to a Navy SEAL team.

Gates open at 8 a.m., however, the air show’s events officially start at 10 a.m. The Internet coverage will also begin at www.yumaairstow.com at the same time at the official start..

“We’re going to be able to stream almost high-definition quality picture to those watching,” said Roger Lopez, air show marketing director. “There’s also going to be live Twitter and Facebook features on the page so people can comment about what’s going on.”

Four cameras placed along the flight line will grant viewers an almost seamless image with less than a second of delay, said Cpl. Nataly Salguero, station video editor.

“We’re having a producer who used to work at a local news station come in and direct the air show coverage,” said Salguero. “With the cameras we’re using, we can get crisp footage from almost a mile away.”

Although last year’s air show had a world record-breaking Wall of Fire, which was 10,178.3 feet long and 150 feet high, this year’s show has nearly double the performances.

Spectators are to be reminded that there is more than just one entrance to the event. Gate 8, the Loech Street gate and the County 14 Street gate are all points of entry. The Main Gate and the North Gate located on Avenue 3E will be closed to spectators except those with disabilities.

While last year’s air show had approximately 37,000 spectators, nearly 32 percent more than 2008, this year’s air show could draw more than 40,000 people, said Lopez.

“We were almost at the max last year,” said Lopez. “This time we plan to break the bank.”

F-35B makes first vertical landing



Courtesy photo

An F-35B Joint Strike Fighter descends to its first vertical landing March 18 at the Naval Air Station in Patuxent River, Md., confirming the future Marine Corps aircraft’s ability to land in confined areas. During the test, the plane, which is slated to replace Yuma’s Harriers, rode 41,000 pounds of thrust from its single engine to land on the runway 150 feet below. Despite delays and budget overages within the JSF program, the Marine Corps is on track to reach an initial operating capability of 29 planes by December 2012.

Gunnery Sgt. Bill Lisbon  
Desert Warrior Staff

The next chapter of Marine Corps aviation history opened March 18 as the F-35B Joint Strike Fighter descended to its first vertical landing at a Maryland test site.

The plane, which is slated to replace all Marine Corps combat jets including Yuma’s Harriers, hovered in place for a minute before riding 41,000 pounds of thrust from its single engine to the runway 150 feet below.

“Having the F-35B perform its first vertical landing underscores the reality of the Marine Corps achieving its goal of an all (short takeoff/vertical landing) force,” said Lt. Gen. George J. Trautman III, deputy commandant for aviation.

Reaching the milestone in the plane’s development confirmed the F-35B is able to land in confined areas on land and on ships, which the Marine Corps is banking on.

“Being able to operate and land virtually anywhere, the STOVL JSF is a unique fixed-wing aircraft that can deploy, collocate, train and fight with Marine ground forces while operating from a wider range of bases ashore and afloat than any other (tactical air) platform,” said Trautman.

Despite delays and budget overages within the JSF program, the Marine Corps is marching forward to prepare to reach an initial operating capability of 29 planes by December 2012, according to a statement released by Headquarters Marine Corps on March 18.

Ten of those planes would make up the

first operational squadron, Marine Fighter/Attack Squadron 332, which could be based here once the Secretary of the Navy decides on the final basing plans. That decision isn’t expected until December and not until after the Yuma community has another opportunity in June to scrutinize the final environmental impact statement on basing here.

On April 2, the Corps will activate a new squadron to train future JSF pilots and maintainers beginning this fall. Marine Fighter/Attack Training Squadron 501 will officially stand up as part of the Joint Integrated Training Center located at Eglin Air Force Base in Florida, according to Headquarters Marine Corps.

On top of Yuma’s proposed planes, the training squadron would operate 15 aircraft, while another four F-35Bs would be based with an operational test and evaluation detachment at Edwards Air Force Base in California.

One way the Marine Corps is keeping its 2012 deadline, while the Navy and Air Force have backslid a year to 2016, is to receive a scaled-down version of the aircraft that could go to combat but would need to be upgraded in the future to expand its capabilities, Trautman told Inside The Navy in an article released Monday.

Still, the economy version of the plane “far exceeds the capabilities of any airplane flying in the Department of the Navy today,” he said.

While the STOVL test was successful, testers will continue evaluations with in-

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Station report reveals safe drinking water

Lance Cpl. Austin Hazard  
Desert Warrior Staff

The results of the station’s 2009 annual water report, released Thursday, reveal safe drinking water here, including reduction in a problem contaminant from 2008’s report.

While levels of trihalomethane, which is a compound that can naturally form with organic matter in chlorine-treated water, were high during part of the 2009, the

levels never broke the maximum safe amount.

“Every contaminant we test for was well below the maximum levels except for trihalomethane, which was still at allowable levels,” said Bill Shepherd, station environmental pollution prevention program manager.

In 2008, the station experienced a one-time spike in trihalomethane levels, which was not repeated in 2009.

“The water continues to improve and is much safer than bottled water,” said Shepherd. “People get the false impression that bottled water is safer, but tap water on base is tested more and more highly regulated.”

In order to lower the levels of trihalomethane further, the station routinely flushes segments of its water lines to reduce the time the water spends in the distribution system. This helps prevent trihalomethane from having enough time to form. Less chlorine will be used to treat the water to lessen the formation of trihalomethane even more, said Shepherd.

Though unlikely, prolonged overexposure to the chemical has the potential to cause liver, kidney and

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SecDef discusses Tricare

American Forces Press Service

The Tricare military health plan meets the standards set by the health care reform bill passed this week, Defense Secretary Robert M. Gates said in a statement issued Monday.

Calling their health and well-being his highest priority, Gates reassured service members and their families that

the legislation won’t have a negative effect on Tricare, which “already meets the bill’s quality and minimum benefit standards.”

“This was clarified by a vote in the U.S. House of Representatives Saturday, and is expected to be re-affirmed by the Senate,” Gates said in the statement.

“The president and I are committed to seeing that our troops, retirees and their families will continue to receive the best quality health care,” the secretary said.

Squadrons get new SgtsMaj

Sgt. Maj. Leonard Maldonado will replace Sgt. Maj. Derek Fry Thursday as the Marine Attack Squadron 214 sergeant major. The ceremony will take place at hangar 97 at noon.

Maldonado served as the Marine Air Control Squadron 1 sergeant major.

Fry will relieve Sgt. Maj. Joseph Shaw as the Marine Aviation Logistics Squadron 13 sergeant major during a relief and appointment ceremony at the parade field at 2 p.m. Thursday.

Shaw will report to Camp Lejeune, N.C., to serve as the sergeant major for 6th Marine Regiment, 2nd Marine Division.

Shaw will receive a Meritorious Service Medal for his service as the MALS-13 sergeant major.

Seal of Approval



Photo by Lance Cpl. Jakob Schulz

The newly-painted emblem on the station flight line dries in front of the operations building Tuesday. The emblem was repainted to replace the old worn emblem which was last painted in 2006. “The old emblem was looking very cartoony,” said Jackie Emo, owner of Desert Signs, the company contracted to paint the emblem. The repainting took nine days to complete.



# New policy sets uniform regs for motorcycle gear

Lance Cpl. Jakob Schulz  
Desert Warrior Staff

Marine Corps Installations West recently released a bulletin clarifying the proper wear of motorcycle safety equipment while in uniform. The bulletin, released March 12, went into effect upon release and is applicable to nearly all Marines on the West Coast including those in Yuma.

“It was released because many installations have different policies regarding what is allowed and not allowed,” said Gunnery Sgt. David Kurz, Headquarters and Headquarters Squadron ground safety manager. “This release is going to give us a uniform regulation to enforce.”

The current Marine Corps order regarding uniform regulations, MCO P1020.34G, doesn’t have a portion dedicated to motorcycle personal protective equipment.

Protective jackets designed for motorcycle safety are authorized for wear over uniforms along with helmets, gloves, goggles and boots. However, non-issued long-sleeved T-shirts, hoodies or sweatshirts are not permitted.

This means that if the uniform being worn is not long-sleeved, a uniform jacket, parka or a specifically designed motorcycle jacket must be worn, said Kurz.

However, all PPE must be removed and the rider must be in the standard uniform once they park the motorcycle and walk away.

In addition, no PPE with printing, insignia or pictures that are offensive, obscene or suggestive in nature are allowed to be worn in uniform or civilian attire.

PPE is hard-soled shoes, helmet, gloves, long pants and a long-sleeved shirt.

# Cover your grape



Photo by Lance Cpl. Gregory Aalto

Gunnery Sgt. Michael Chapman, station explosive ordnance disposal technician, shows 2nd grade students at Sunrise Elementary School how an EOD protective helmet feels March 16. Chapman and other station EOD technicians showed the students their robots and what being in EOD is like. EOD plans to return to the school to give similar demonstrations to other classes later this year.

# Seeking mental treatment no risk for clearance loss

Lance Cpl. Gregory Aalto  
Desert Warrior Staff

The Marine Corps recently reiterated that seeking mental health treatment will not be grounds for denial or revoking an individual’s security clearance.

According to Marine Administrative Message 153/10, released March 15, the Department of Defense is still receiving reports of service members and civilian contractors who need professional mental and physical help, but are avoiding it due to fears of being denied pending security clearances or losing their current clearances.

“If an individual is a danger to themselves or someone else, that is one thing, but no one will be hurt professionally just for coming in for an appointment,” said Carlus Houston, station mental health specialist.

The message refers to seeking help as “a sign of maturity and a positive course of action that can help behaviors.”

Holding a security clearance requires a level of individual responsibility, and the message reminded security clearance holders that they are responsible for reporting any change in their mental or emotional health.

An individual must let their unit’s intelligence section know of the pending mental health issues so they can determine if they need to suspend security access until the mental health issue is resolved.

“Not disclosing (mental health treatment) is far more of a concern than disclosure of voluntarily or involuntarily seeking treatment,” said Chief Warrant Officer 3 Russell Ramos, Marine Aviation Weapons and Tactics Squadron 1 special security officer.

For more information visit [www.usmc-mccs.org/leadersguide/emotional/mhproblems/generalinfo.cfm](http://www.usmc-mccs.org/leadersguide/emotional/mhproblems/generalinfo.cfm).

# Combat stress conference to educate Marine leaders

Lance Cpl. Gregory Aalto  
Desert Warrior Staff

The 2010 Navy/Marine Corps combat operation stress control conference is slated for May 18-20 in San Diego to give leaders a source of education on combat stress.

The conference, which is the first ever held in conjunction with the Navy, brings together leaders and subject matter experts in the combat stress field. This year’s theme “taking action, measuring results,” aims to promote inner strength, recognize stress and assess the need for help, according to Marine Administrative Message 163/10, released March 18.

One of the primary goals of the conference is to introduce the new dual-service Navy/Marine

combat stress doctrine to begin collaboration between the services.

Corps leaders will receive operational stress control and readiness training, awareness of future combat stress initiatives and other family readiness programs.

Attendance to the event is limited. I Marine Expeditionary Force has 225 spaces, Marine Corps Installations West has 45, Marine Forces Reserve has 30, Training and Education Command has five and Installation and Logistics has five.

Travel and per diem must be funded by each individual’s command.

Dress attire for the conference should be service “C” for military or business casual for civilians.

Government lodging and meals are not available for the conference, though attendance is free. To register, go to [www.nccosc.navy.mil](http://www.nccosc.navy.mil).

# Chapel Call “REMEMBRANCE”

Lt. James Finley  
Station Catholic Chaplain

There are two days each year commemorating the Holocaust, the Nazi attempt to wipe out the Jewish people. The first occurs in January and marks the liberation of the survivors at Auschwitz. The second date falls on April 11 this year and recalls the Warsaw Ghetto uprising, the attempt of Polish Jews to liberate Warsaw from its Nazi occupiers.

Both days bear witness to a painful paradox: a people who brought great enlightenment and delight to the world through its eminent scientists, poets, artists, craftsmen and thinkers also brought about one of the most horrible times the world has known. These days of remembrance of the Holocaust remind us that people are capable of bringing about the greatest glory and the deepest shame.

In observing these days of remembrance we learn how to say: Never again! Not to Jews and not to anyone else! These days teach us the awful price that hatred has exacted and warn us to heed the better angels of our nature to create a more peaceful and just world.

# Military spouses tax relief act '09 law permits some tax exemptions

Lance Cpl. Gregory Aalto  
Desert Warrior Staff

Military spouses can now seek the same permanent residency status as their spouse and have their income taxed only by their state of permanent residence, according to a recent law.

Signed Nov. 11, 2009, the Military Spouses Residency Relief Act clarifies state tax law for military spouses living away from their home because of their loved one’s military orders.

A military spouse who lives with a service member in a particular state under military orders does not have to pay state income tax on wages earned in that state as long as that state is not also the spouse’s home of record. However, the spouse would have to pay taxes to the state of residence, if the laws of that state required.

“Any state with lower income taxes or none at all usually is a better option for someone completing their taxes,” said Lance Cpl. Robert Fletcher, station tax preparation specialist.

For some spouses however, this might not be as beneficial, since some states require the spouse and the service member to file a joint tax return, which causes some income to become taxable in both states. If the service member is from a state with no income tax, this would be extremely beneficial, according to the tax center’s brief on the law.

For Arizona, an employee who works here is exempt from Arizona income tax withholding provided the following three requirements are met: a spouse is a member of the armed forces present in Arizona in compliance with military orders; a service member is present in Arizona solely to be with his or her spouse; and a spouse maintains residence in another state, which is the same state as their spouse.

The law does not allow a spouse to pick or chose a domicile in any state. Domicile is established, not chosen. The spouse must have actually been present in the state, established it as his or her domicile and maintained it by forming and maintaining the necessary contacts, such as registering to vote, owning property, registering vehicles or holding professional licenses.

Similarly, the law does not allow a spouse to inherit or assume the service member’s domicile upon marriage without the necessary contacts with the state.

To file income taxes the station’s tax center is open from 7:30 a.m. to 4 p.m. Monday through Friday through April 15. The phone number is 928-269-3277.

More information is also available at [www.militaryonesource.com/taxfilingservices](http://www.militaryonesource.com/taxfilingservices) under the heading “Find out about the Military Spouses Residency Relief Act.”

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Photos by Lance Cpl. Sean Dennison

Station installation personnel administration center Marines Gunnery Sgt. Fred Suniga, Lance Cpl. Shane Fields, Pfc. Adrian Velasquez and Lance Cpl. Anthony Scott march along the course of the 2010 Bataan Memorial Death March at White Sands Missile Range, N.M., Sunday. The annual 26.2-mile march is held in memory of the nearly 75,000 American and Filipino service members forced to march across 90 miles of the Philippine Bataan peninsula with limited rations and harsh heat after being captured by the Japanese in 1942.

# Marines get a hands-on history lesson on Bataan



Pfc. Adrian Velasquez, right, Lance Cpl. Shane Fields and Lance Cpl. Anthony Scott march up Mineral Hill during the 2010 Bataan Memorial Death March at White Sands Missile Range, N.M., Sunday. Mineral Hill, 9 miles into the course, took the marchers more than a mile above sea level.

**Lance Cpl. Sean Dennison**  
Desert Warrior Staff

After a grueling day full of sweat and pain, at least nine Yuma Marines completed the 21st annual Bataan Memorial Death March at White Sands Missile Range, N.M., Sunday.

The annual 26.2-mile march is held in memory of the nearly 75,000 American and Filipino service members forced to march across 90 miles of the Philippine Bataan peninsula with limited rations and harsh heat while interned by the Japanese in 1942.

Gunnery Sgt. Fred Suniga, Lance Cpl. Anthony Scott, Lance Cpl. Shane Fields and Pfc. Adrian Velasquez from station installation personnel administration center were among those from Yuma who endured debilitating weather, high altitudes and unforgiving terrain to commemorate Bataan survivors.

Velasquez completed the course in 11 hours, 27 minutes, while the other three finished with a time of 12 hours, 20 minutes.

The Marines, marching in the heavy division with packs of at least 40 pounds, stepped off at 8 a.m. with a record-breaking 5,700 other marchers.

At the very beginning of the course, the Marines shook hands with Bataan survivors. One survivor, retired Army Master Sgt. William Eldridge, caught dysentery during Bataan and survived a hurricane while living in a prison camp.

"I see (the march) as a way to pay my respects to these guys," said Velasquez.

The team planned to walk at a 3-4 mph pace throughout the course, most of which had an elevation of 4,000 feet, but after 9 miles, pain set in, said Suniga.

The 9-mile point marked the start of Mineral Hill, which took the marchers more than a mile above sea level. Though the Marines had two days to acclimatize, the lack of oxygen affected their performance.

The Marines live in Yuma, with an altitude of 197 feet, so the altitude change is going to affect them, said Suniga.

"The climb messed with us physically and psychologically," Suniga said.

The Marines marched down from Mineral Hill with ruined feet, stopping at the 19-mile mark for medical attention, at which point Velasquez had to go on ahead.

"I couldn't stop," said Velasquez. "Every time I stopped and slowed down, I started cramping up."

"I wanted him to finish in the best time he could," said Suniga, who, with Scott and Fields, marched with ravaged feet.

Before finishing, the Marines first had

to pass through "the sand pits," a grueling area known for its loose footing.

"It was a mental game," said Fields. "Every time you thought you had the trail figured out, there was something new."

Throughout the course, the Marines stopped for rest and medical treatment, but they never quit.

Velasquez completed the course in the desert dusk, while his companions finally finished right before nightfall as some of the last ones to pass the finish line.

Suniga, who took part in the event in the past, said he was not disappointed.

"Two years ago we tried to finish as fast as possible, without taking in the experience," said Suniga.

All four Marines concurred that the march gave them a deeper understanding of what their fellow service members went through in Bataan.



Gunnery Sgt. Fred Suniga shakes the hand of Norman Swanson, a survivor of the Bataan Death March, at the starting point of the 2010 Bataan Memorial Death March at White Sands Missile Range, N.M., Sunday.



Lance Cpl. Shane Fields, left, Lance Cpl. Anthony Scott and Gunnery Sgt. Fred Suniga march the last mile of the 2010 Bataan Memorial Death March at White Sands Missile Range, N.M., Sunday. For more than 10 hours, the Marines endured debilitating weather, high altitudes and unforgiving terrain. Throughout the course, the Marines stopped for rest and medical treatment, but never quit.



Lance Cpl. Shane Fields, left, and Pfc. Adrian Velasquez change socks at one of the rest stops on the 26.2-mile Bataan Memorial Death March course at White Sands Missile Range, N.M., Sunday. Marchers encountered sprains, blisters, sore spots and dehydration during the trek. The terrain throughout the course constantly shifted, from gravel to dirt to loose sand. "I just have a lot of respect for people that do these," said Army Sgt. Ignacio Garza, combat medic. "The human spirit can overcome a lot."



# Playing his cards right



U.S. Marine Corps Photo

**An AV-8B Harrier from Marine Attack Squadron 231 prepares for take off from an airfield in Kandahar, Afghanistan, on Friday. Nicknamed the Ace of Spades, the squadron provides close-air support to Marines throughout southern Afghanistan. Based in Cherry Point, N.C., the squadron replaced the Marines of Yuma’s VMA-214, who returned home in November 2009.**

## REPORT ... from page 1

central nervous system problems, as well as increased risk of cancer, said Shepherd.

“A person would have to drink two liters of water every day at the maximum contaminant level for a lifetime to have a one-in-a-million chance of having the described health effects,” said Shepherd.

The environmental department is continuously testing the station’s water in different locations, running approximately 7,650 water tests last year.

The water is tested for trihalomethane every three months. Findings from the four tests are averaged to get the final level presented in the report.

The water is also tested for more than 100 substances, including arsenic, cyanide, nitrate, uranium and other contaminants, which were all below the maximum allowable levels, mandated by the Environmental Protection Agency.

“The regulations are getting so strict that particles are getting tested in parts per billion,” said Shepherd. “When I first started working in water treatment, we were only testing in parts per million. Despite that, the station’s water is still meeting standards.”

The station’s water comes from canal water from the Colorado River mixed with water from the station’s own groundwater well.

The full report is posted on the air station’s Web site, [www.yuma.usmc.mil](http://www.yuma.usmc.mil). Copies will also be available in pamphlets at the station housing office, water plant and different barracks and offices here.

For more information or to receive a water report, contact Shepherd at 928-269-3116.

## JSF ... from page 1

creasingly stressful tests of the aircraft to ensure it works in combat, said Doug Pearson, Lockheed Martin’s vice president of F-35 testing.

Currently, three F-35Bs continue to be evaluated at the Naval Air Station in Patuxent River, Md.

“Today’s vertical landing onto a 95-foot square pad showed that we have the thrust and the control to maneuver accurately both in free air and in the descent through ground effect,” said Graham Tomlinson, the F-35B’s pilot.

Further testing will include flying with different weight loads and ordnance, firing various weapons and evaluating integrated mission systems before working up to shipboard operations, reported Lockheed Martin, the JSF’s manufacturer.

The first plane arrived in Maryland on Nov. 15, 2009, with the other two arriving in December and February. In total, five F-35Bs will be delivered to Patuxent River.

The F-35B passed the first test of its STOVL propulsion system Jan. 7, successfully using the system for 14 minutes at an altitude of 5,000 feet.

Derived from a common design, developed together and using the same sustainment infrastructure worldwide, three F-35 variants will replace at least 13 types of aircraft for 11 nations initially, making it the most cost-effective fighter program in history, according to Lockheed Martin.

The Air Force will receive the F-35A variant, which will provide conventional takeoff and landing capabilities. The Navy will receive the F-35C, designed for carrier launches and duty at sea.

Compared to the Marine Corps’ current tactical fixed-wing squadrons, the JSF can carry more ordnance with greater range than the F/A-18 Hornet, operate from austere environments like the AV-8B Harrier, and possess electronic warfare technology and capability like the EA-6B Prowler, according to Headquarters Marine Corps.

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# Touchdown!



Photo by Petty Officer 3rd Class Omar A. Dominquez

Petty Officer 1st Class Jeremy Fairman directs a Yuma-based AV-8B Harrier with Marine Attack Squadron 311 training aboard the USS Peleliu off the coast of Southern California on Sunday. The squadron is scheduled to deploy with the 15th Marine Expeditionary Unit in May.

# DoD, airlines sign new fuels pact

Kelly Widener  
Defense Energy Support Center

FORT BELVOIR, Va. – A new agreement between the Department of Defense and the nation’s largest airline trade association will help to promote widespread commercialization of environmentally friendly aviation fuels with less reliance on fossil fuels.

Representatives of the Defense Logistics Agency’s Defense Energy Support Center and the Air Transport Association of America signed a strategic alliance agreement in Washington, D.C., March 19.

The agreement highlights the shared goals of the Defense Department and the principal U.S. airlines to advance the development and deployment of commercially viable and environmentally friendly alternative aviation fuels, officials said.

“This is a significant step forward in the alternative fuels arena, and further shows commitment by the Department of Defense and the commercial aviation industry in our mutual goal of promoting energy security and safeguarding the health of our environment,” said Navy Rear Adm. Kurt L. Kunkel, the center’s commander.

The strategic alliance, officials said, is designed to establish a collaborative forum focused on spurring growth in the alternative aviation fuels market.

“By collaborating, we reinforce our commitment to fostering the widespread commercialization of alternative jet fuel,” said James C. May, association president and CEO. “In the evolving landscape of alternative energy, it is in our collective interest to see aviation at the forefront.

The airline industry and the Defense Department collectively require more than 1.5 million barrels of jet fuel per day, said May.

“By combining our talents and experience, we are

better positioned to explore cooperative market engagement for fuel, improve the financial prospects for alternative fuels infrastructure, accelerate fuel certification efforts and refine our methodology for determining environmental impacts,” said May.

The agreement directs the formation of three collaborative teams, with each team focused on specific developmental and marketing models of the alternative fuels goals.

The environment team will identify common methodologies for life-cycle assessment of greenhouse gas emissions for alternative aviation fuels.

The deployment and logistics team will identify locations or regions suitable for alternative fuels production and deployment, as well as means of distribution to and from those locations.

The contracting and finance team will jointly publicize supply opportunities, explore opportunities for complementary fuel-supply agreements and develop compatible pricing and finance mechanisms.

The teams are scheduled to participate in a special aviation session at the Advanced Biofuels Leadership Conference April 27-29. They also will conduct an industry forum at the center’s worldwide energy conference in May, where they will meet jointly with alternative fuel suppliers to discuss an array of projects across the country to deploy alternative aviation fuels.

Both agency’s have working together in the area of alternative fuels in the past, May noted.

“Development of alternative fuels as an energy solution to our customers and the commercial aviation industry is still in the initial stages, but actions such as this alliance will make those potential solutions a reality as we work together and leverage our capabilities,” Kunkel said. “We have outstanding, committed goals for alternative fuel and renewable energy in the future, but reaching our goals is a team and collaborative effort – no one can do it alone.”